

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8018

四月九日元年號

WEDNESDAY, OCTOBER 27, 1909.

三年

七月十日英港

\$1.00 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Sterling ..... £15,000,000 at 1/100,000,000  
Silver ..... £15,350,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:  
Hon. Mr. W. J. Grason—Chairman,  
H. E. Tomkis, Esq.—Deputy Chairman,  
G. Balloch, Esq., O. R. Lennox, Esq.  
J. W. Bandow, Esq., E. Shellin, Esq.  
E. G. Barrett, Esq., R. Shaw, Esq.  
G. S. Gubbay, Esq., H. A. Siebe, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH

MANAGER:  
Shanghai—H. E. R. Hunter,  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per Cent.  
per Annum or the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 4% per Cent. per Annum.  
For 6 months, 5% per Cent. per Annum.  
For 12 months, 6% per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 22nd October, 1909. [10]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,300,000  
RESERVE FUND ..... £1,175,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT AT THE RATE OF 1 PER CENT.  
PER ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER  
CENT. " " 6 " " 5 " " 3 " " 2 " "

WM. DICKSON,  
Manager.

Hongkong, 5th April, 1909. [23]

INTERNATIONAL BANKING  
CORPORATION.

CAPITAL PAID-UP ..... GOLD \$3,250,000.  
ABOUT MEX \$7,125,122  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,125,122

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND,  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2% per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates:

For 12 months, 4% per cent. per annum.  
" " 6 " " 5 " " 3 " " 2 " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1909. [18]

NEDERLANDSche HANDEL  
MAATSCHAPPIJ.  
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).  
RESERVE FUND FL 6,135,45  
(about £510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Surabaya, Charibon,  
Tegal, Pecalongan, Pasuruan, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota  
Raja (Acheen), Bandjernasih.

Correspondents at Macassar, Bombay, Colombo,  
Madras, Pondicherry, Calcutta, Bar-  
ket, Saigon, Haliphon, Hanoi, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, etc.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
letters of credit on its Branches and cor-  
respondents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily  
balances.

Fixed Deposits for 12 months, 4% per annum.  
Do. 6 do. 4% do.  
Do. 3 do. 3% do.

J. F. VAN REES,  
Agent.

Hongkong, 23rd October, 1909. [19]

## Banks.

YOKOHAMA SPECIE BANK,  
LIMITED.

CAPITAL PAID-UP ..... YEN 24,000,000  
RESERVE FUNDS ..... 15,000,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO, CHEFOO, TIENTSIN,  
KOBE, PEKIN, NANGASAKI,  
OSAKA, NEWCHWANG,  
LONDON, DALYU, PORTARTHUR,  
LYONS, ANTUNG, SAN FRANCISO,  
NEW YORK, LIOYANG, MUKDEN,  
HONOLULU, TIE-LING, CHANG-CHUN,  
BOMBAY, BANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 1% per cent.  
per Annum on the Daily Balance

On Fixed Deposit:

For 12 months ..... 4% p.a.  
" 6 " ..... 3% " "  
" 3 " ..... 2% "

TAKAO TAKAMICHI,  
Manager.

Hongkong, 12th September, 1909. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 1% PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 1% PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1909. [21]

DUTCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...SH. TALES 7,500,000

HEAD OFFICE—SHANGHAI

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tientsin,  
Tsingtau—Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Seehandlung (Preussisch-  
chu Staatsbank) Direction der Disconto-Gesellschaft

Deutsche Bank S. Bleichroeder

Berlin Handel & Industrie Bank

Bank fur Handel und Industrie

Robert Warschauer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Koeln

Bayerische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DISCHION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1909. [23]

EXTRADINARY  
BARGAINS.

Come All! Don't miss  
this chance of getting such  
cheap things.

Everything reduced except  
the Regal Shoes.

Now is the chance to get  
things cheap!

At THE SAVOY,

13, Queen's Rd. Central.

Hongkong, 27th October, 1909. [39]

GREEN ISLAND CEMENT COMPANY  
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask  
ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag  
ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1909. [40]

THE SAVOY, 13, Queen's Rd Central.

## Mails.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

FOR STEAMERS TO SAIL ON REMARKS  
TAKAO ..... POONA ..... Daylight Freight only.

SHANGHAI ..... DEVANHA ..... About Freight and Passage.

LONDON, &c., via usual Ports DELHI ..... Noon. See Special  
London, &c., via usual Ports GORDON, R.M.R. 30th Oct. Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, SOMALI, COLOMBO, PORT SAID and MARSEILLES ..... About Freight and Passage.

For Further Particulars, apply to E. A. HEWETT,  
Superintendent.

P & O. S. N. Co.'s Office, Hongkong, 27th October, 1909. [14]

## Intimations.

LANE, CRAWFORD & CO.

## NEW STOCK OF

PYJAMAS

CEYLON FLANNEL.

\$5.00, \$7.50 per suit.

TWILL ANGOLA FLANNEL.

\$8.50, \$10.00 per suit.

SILK AND WOOL.

\$10.50, \$14.50 per suit.

THE ABOVE IN ALL WEIGHTS FOR ALL CLIMATES.

LANE, CRAWFORD & CO. [30]

KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central. [31]

BELLE VIEW HOTEL

ICES—TEA—COLD DRINKS.

Trams from Town every 5 Minutes.

HOTEL CRAIGIEBURN.

PLUMMER'S GAP, the PRAX, near the Team TRAMWAYS. Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 26th July, 1909. [39]

Under Personal Supervision of

## Shipping—Steamers

HONGKONG, CANTON, MACAO

Mails.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG	"PRINZ RUD. VUITZOLD" Capt. H. Kettner	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt. O. Pabst	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL.	"COBLENTZ" Capt. H. Raegener	FRIDAY, 5th Nov., Daylight.
KUDAT and SANDAKAN	"HORNED" Capt. F. Semmler	Middle of November.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 22nd October, 1900.

Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Docking Length..... 515 ft. Docking Length..... 376 ft. Docking Length..... 481 ft.  
Width of Entrance... 80 " Width of Entrance... 50 " Width of Entrance... 63 "  
Water on Blocks.... 28 " Water on Blocks.... 26 " Water on Blocks.... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's Surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 606, or 681.  
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.  
Lieber, Scott, A. J., and Wallis.

Yokohama, April 28th, 1903.

## EMPIRE WIRELESS.

MR MARCONI'S SCHEME.

TO LINK THIRTEEN THOUSAND MILES.

"My ambition is to link up the Empire by wireless telegraphy." As he spoke to a London Press representative, Mr. Marconi sat with a map of the world before him. His scheme has already been made known in South Africa, where he proposes a central station with 100 miles range as one link of an imperial chain. "Complications with existing communications are a difficulty. This has yet to be overcome but we shall succeed." Mr. Marconi spoke confidently. "An imperial wireless service, with stations at certain distances from each other around the world, is entirely feasible."

He then illustrated his method of spanning space without wires. Pins served as wireless masts. As his fingers moved the wire grew. A distance of approximately 1,350 miles would be covered by the wireless communication between England and Australia. Eleven stations would be used. These sections are set out below:

England-Malta, 1600 miles; Malta-Cairo, 1050; Cairo-Aden, 130; Aden-Bombay, 650; Bombay-Colombo, 600; Colombo-Singapore 1550; Singapore-Perth-Adelaide, 1200; Adelaide-Sydney, 700; Sydney-Wellington (New Zealand), 1200; total, 12,950 miles.

"Branching from this chain at Singapore," explained Mr. Marconi, "would be the link to China—a 1600-mile service between Singapore and Hongkong." To Africa Mr. Marconi has tentatively mapped out two routes—one east, one west. These may be outlined thus:

East Route: Aden (from Australian "chain") to Mombasa, 1130 miles; Mombasa-Darban, 1000; Durban-Cape Town 700; total, 3780 miles.

West Route: England to Bathurst, 3600; Bathurst-Sierra Leone, 400; Sierra Leone-St. Helena, 150; St. Helena-Cape Town, 170; total, 3650 miles.

"All alternative route to India and Australia, connecting these countries with West Africa, could be effected by erecting a station at Mauritius—2200 miles from Cape Town—and one at Nelson Island, 1450 miles from Mauritius and 1000 miles from Colombo, observed Mr. Marconi. He pointed out that the wireless communication with the western hemisphere is already made by the stations at Clifden (Ireland) and Glace Bay (Cape Breton). This is a distance of 2500 miles.

"Also in my imperial chain," he added, "is a station at Montreal to communicate with Jamaica 1900 miles away, and also with British Guiana 1200 miles from Jamaica. And the British Guiana Station would also offer a direct link with Bathurst (West Africa), 2700 miles away."

## THIRD DEGREE ORIGNAL.

NEW YORK POLICE METHODS

A vivid description of the system known as "the third degree," by which the New York police endeavour to obtain confessions from criminals is given by Inspector McCaffery, of the Manhattan detective force.

This is the first official explanation of the process, and has been made in reply to considerable foreign criticism of New York police methods, in which the fairness of the system has been questioned. Inspector McCaffery, who is chief of the Detective Bureau, said:—

"If you are suspected of committing a crime, say a murder, you will be brought before me, and you will tell me exactly how you found the body. But, before I see you, your entire past will be investigated; your habits, your mode of life, and possible motives for the murder. Then you are brought here to my office, and I look over you. I have already a fair idea of your personality through my knowledge of your life. This combined knowledge determines the form of the 'mentalquisition' to which you will be subjected."

"No two men are put through the same third degree. It would not work if they were. Every man's vital spot is located in a different part of his brain. I hope to appeal to a different quality in every suspect. If you are, for instance, an educated, intelligent young man, I should hammer at your brain and imagination. You would tell me over and over again, from every possible angle, the details of the crime. I would picture for you vividly the horror of the thing that has been done."

"In your case, inasmuch as you are a fairly high grade man, it is probable that I should use no tangible evidence to heighten the mental effects. All my energy would be bent on subjugating your brain to mine. By making you repeat your actions on the night of the crime, I should hope to entangle you. By appealing to your imagination I would hope to break you down."

"If I could not break you down, I should have to let you go, if there were no direct evidence against you. But, if I were sure of your guilt in my own mind, you would be followed. You would know nothing of it, but you would be watched for months. It would be a pretty hard thing for you to get rid of any money you might have stolen that time of the murder."

"A more stolid man of limited intelligence, like a warty, plump, stupid, short-sighted, fat man, would be broken down through the body. I would make him sweat, roughly eliminate all nervous matter from the body, and all diseases for which it has been too much fashions to employ mercury, arsenic, &c., to the destruction of softer tissue and ruling parts. This preparation would be continued through the day, and roughly eliminates all nervous matter from the body."

"THERAPION NO. 2" for rheumatism, neuralgia, & all distressing complaints of the head, & all diseases of the eyes, nose, & throat. It is sold by Chemists throughout the world. Price is 25cts. per part. In America it is registered under the Trade Mark, which is a facsimile of word "THERAPION" as it appears on British Government Stamp (in white lettering a red ground) applied to every box.

"It is all a question of the weaker mind breaking before the stronger, only in some cases there is no mind to break. Then we have to help the mental picture with things that the eyes can see. The temperamental type, the highly strung man, breaks down first. The more stupid a man is, the harder he is to impress."

"It is a strange thing that they all give way suddenly, and break down completely, when they do throw up their hands."

## WEATHER FORECAST AND STORM-WARNING ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.—Signal.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DOME below indicates a Typhoon to the North-East of the Colony.

3. A CONE indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DOME below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and DOME below indicates a Typhoon to the South-West of the Colony.

7. A DOME indicates a Typhoon to the West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. "Tamar," Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

## THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. "Tamar."

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen, San Ki Wan, Stanley, Cape Collinson, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Harbour Office.

F. G. Ward, Editor.

THE HONGKONG TELEGRAPH

## Intimations.

## NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONAIRES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & CO.

P. A. LAPICQUE

Hongkong, 26th October, 1900.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

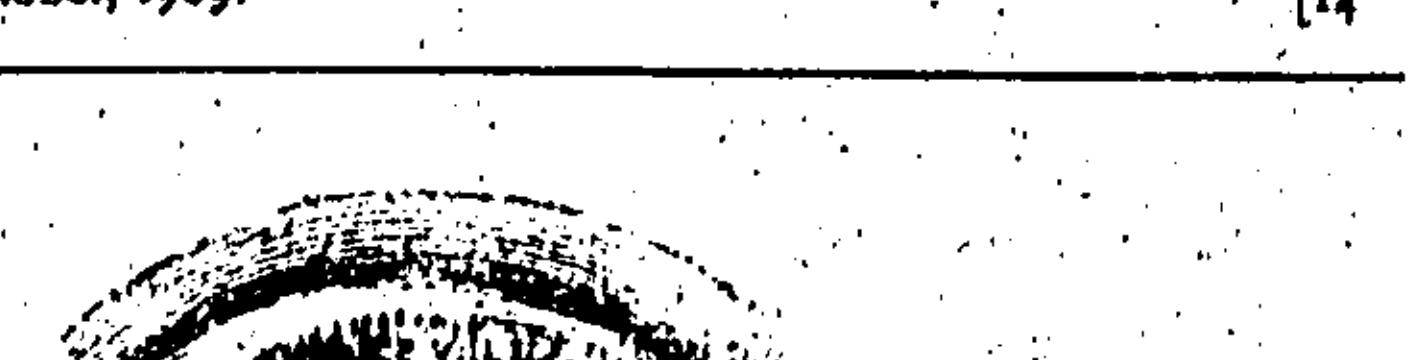
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 26th October, 1900.



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if short-sight will put them right.

Lenses Ground. All kinds of Repairs. Specacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI.

1, John Street, Bedford Row, W.C. 64, Bengal Road, 16, Yau Ma Tei, 1900.

HONGKONG 22nd Oct. 1900.

## Intimation.

**Wm.  
Powell,  
Ld.,**

ALEXANDRA  
BUILDINGS.

FINE  
FOOTWEAR  
FOR

LADIES and  
CHILDREN.

SMART  
WALKING  
SHOES

IN  
BLACK GLACE.  
TAN GLACE.  
BLACK BOX CALF,  
TAN WILLOW.  
CALF.



DAINTY SHOES  
FOR  
AFTERNOON AND  
EVENING  
WEAR.

THE  
“PETER PAN”

The most comfortable  
and reliable Children's  
Shoes ever produced.



Built on Anatomical  
lines and recommended  
by eminent chiropodists.

The Finest English  
Leather only used in  
the construction of these  
shoes.

STOCKED

IN  
BLACK GLACE,  
TAN GLACE,  
BLACK CALF,  
TAN CALF.

BY  
WM. POWELL,  
LTD.  
ALEXANDRA  
BUILDINGS.

From \$8.75 pair

\$1.50 pair

## To Let.

## TO LET.

IN NO. 6, DES VŒUX ROAD CENTRAL,  
Offices and Godown.  
In No. 5, QUEEN'S ROAD CENTRAL,  
Victoria Building, Rooms suitable for Offices.  
ROOMS in Coode's Chambers, No. 31,  
WYNDHAM STREET.  
Apply to—

DAVID SASSOON & CO., LTD.  
Hongkong, 15th September, 1909. [58]

## TO LET.

GODOWN, No. 4, PR.YA, Kennedy Town,  
apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 22nd October, 1909. [730]

## MODREENAGH.

DWELLING HOUSE, to Let at Peak,  
partly furnished.

Apply—  
JARDINE, MATHESON & CO., LTD.  
Hongkong, 1st September, 1909. [724]

TO LET IN CANTON FROM 1ST PROX.

TWO SEMI-DETACHED HOUSES each  
containing Eight rooms, with Back  
Yards and Servants' Quarter on Shamian Lot  
55, now in the occupation of the Mitsui Bussan  
Kaisha.

Apply to—  
DAVID SASSOON & CO., LTD.  
Hongkong, 4th October, 1909. [694]

## TO LET.

KING'S BUILDINGS, OFFICES facing  
the Harbour from about October, at  
present in occupation of Messrs. Jardine,  
Matheson & Co., Ltd.

Apply—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 3rd June, 1909. [463]

## TO LET.

OFFICES and ROOMS on the 2nd  
Floor of No. 14, Des Vœux Road,  
Central (formerly occupied by Messrs. Shawan,  
Tomes & Co.).

Apply to—  
THE COMPRADOR DEPARTMENT,  
E. D. Sassoone & Co.,  
Queen's Road Central,  
Hongkong, 11th Sep tember, 1909. [181]

## TO LET.

NO. 1 & 3 MORRISON HILL, also  
OFFICES at No. 2 PEDDER STREET.  
Apply to—

Messrs. JARDINE, MATHESON  
& CO., LTD.  
Hongkong, 29th May, 1909. [408]

## TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,  
3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT  
ROAD.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIPOU TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLDG.  
BUILDINGS, and No. 10, DES VŒUX  
Road next to the Hongkong Hotel.

FLATS in MORTON LANE.

No. 10, DES VŒUX ROAD CENTRAL  
1st Floor.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1909.

## TO LET.

GODOWNS, No. 54, DUDDELL STREET.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1909.

PEAK TRAMWAYS COMPANY  
LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.45 p.m. and 9 p.m. 6.45 p.m. to 11.15 p.m.  
every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 noon. ... Every 15 minutes.  
12.00 Noons to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

## NIGHT DADS.

NIGHT DADS.  
NIGHT CARS. "n. Week Day.  
NIGHT CARS.

DAVID CARS by Arrangement at  
company's Office, ALEXANDRA BUILDINGS,  
Des Vœux Road Central.

JOHN D. HUMPHREYS & SON.  
General Managers.

Hongkong, 1st April, 1909.

## THE ONION.

## VALUABLE MEDICINAL PROPERTIES.

## SPLENDID COMPLEXION REVIVER.

Many people turn with disgust from the suspicion of the onion in any dish at table, whether it be puree, soup, stew, salad or the bulb plain boiled. Yet the onion should be reckoned with as a dietary friend, and not as an enemy. A hot and keen-biting, ill-savored friend it may be, but one altogether splendid in its operations, cleansing and opening the myriad minute sewerways, in their encasing sheaths of skin, and thrusting out through their proper channels, the pores and other outlets of the body, the foul matters held by the blood. Thus, as a skin tonic and a restorer of Nature's greatest, fairest tints to the faded flesh, it is one of the best complexion revivers in existence.

## A KILLER OF GERMS.

Those who eat the onion may depend upon soon possessing soft and supple skin, with firm and wholesome flesh beneath, and pores freed from acne, working easily and well. Impurities will disappear under the germ-killing influence of the lily-bulb of the kitchen; and there will be no need for the eaters of it to fear plague or infectious sickness. To microbe, germ, bacillus, whether of the insidious influenza, smallpox, or any fever, the kitchen-lily is a determined foe; disease germs cannot live in its presence or thrive in human blood charged with its juice.

The onion is a killer of germs already taken into the blood. The white corpuscles in the vital current are rendered strong by its presence, and are enabled to enclose and absorb the microbe that else would cause disease, perhaps death. Besides being able to revitalise, purify, and refresh the blood current, the onion is a most powerful stimulator and cleanser of the stomach and liver, its presence enabling these two organs to do their work far better, by ridding them of disease particles, and by acting as a strong tonic.

## CLEANS THE STOMACH.

Mark the effect on the membranes of the mouth when a slice of raw onion is masticated. Instantly the channels of the salivary fluid are opened, the mouth "waters" and pours into the mouth-cavity a perfect flood of Nature's first digestive juice charged with the powerful ptyalin that can convert all starchy substances into the sugar which alone the tissues can absorb. Even the tear glands of the eyes pour out their waters at the approach of the keen onion, not waiting for any contact; and so it will not be a matter for wonder that the soft, delicate membrane of the stomach coating should flush pink, and be excited into strong action at the entrance of the biting bulb, which is no sooner received therein than all the gastric glands are set busily at work, pouring out the second, digestive juice that converts all the tissues must be ib.

No stimulus acts more strongly on the gastric glands than Dr. Onions' juice; as nothing cleanse the stomach better. The liver, also, feeling the influence, pours out its bile, which mingles with the pancreatic juice in the intestine beyond the stomach proper, to act upon all fats and oils which are dealt with there.

Whether goes the fine volatile oil contained in the onion's juice—the first cause of the great dislike to the valuable food. For the bile and pancreatic juice together are able to emulsify all fats contained in the thick chyle that enters from the stomach, so converting it into the thinner milky chyle that can be absorbed by way of the little lacteal channels directly into the blood for further conveyance into the general circulation. But the tiny globules of volatile oil of the onion are so fine that very many of them escape the emulsification that awaits all fats beyond the stomach gland, and they are conveyed intact, with all their purifying power to the blood for further conveyance into the general circulation. But the tiny globules of volatile oil of the onion are so fine that very many of them escape the emulsification that awaits all fats beyond the stomach gland, and they are conveyed intact, with all their purifying power to the blood for further conveyance into the general circulation. But the tiny globules of volatile oil of the onion are so fine that very many of them escape the emulsification that awaits all fats beyond the stomach gland, and they are conveyed intact, with all their purifying power to the blood for further conveyance into the general circulation.

Through the skin passage, even into the air passages of the lungs, and everywhere penetrate these little oil globules, the mighty slayers of all noxious humours in the body, and the cause of the peculiar smell that accompanies the breath of the onion-eater.

## PRESERVES THE TEETH.

No one likes the smell of onions, and herein lies the objection to the bulb; even in the estimation of the most rabid teetotaler the beauty health brings. Such a smell is not only disagreeable, but is supposed to indicate a coarse appetite, to suggest all manner of nasty, taster, both in eating and in manners. It is only reckoned fitting that ploughboys and clodhoppers should eat onions; dainty ladies never. Yet the teeth that can work upon the onion are teeth secure from attack of fatal fungi forms that are the cause of quick decay; the eaters are safe from toothache, gripe, or neuralgic pains, and teeth already in the clutch of ill may have the decay arrested for a long while by the timely use of the all-powerful bulb. What teeth are whiter and stronger than those of the Italian or Spanish peasant? Yet a great onion, of the mild type that grows in the warm southern lands, will often form the sole dinner of these people of robust health and ivory teeth who do not mind either the pungent taste or the strong resultant smell exhaling from the vapour of their breath. For lovely teeth like theirs, one ought really to be willing to do more than eat onion soup, the teeth-preserver.

## A SLEEP-GIVER.

Is one given to lying awake at nights? Then, again, Nature's compact medicine chest is at hand, where onion soup is, and the lily bulb comes forward as a strong soporific—sleep-giver. For by means of the abundant phosphorus, the free phosphoric acid, contained within its juicy tissues, the onion is a splendid nervine, that can calm and soothe the harassed nerves, giving peace and nourishment to the jaded brain, and, by so doing, calming the irritation into rest, and inducing sleep. By this good action on the nerves it is that the onion is reckoned so useful in neuralgia, whenever that distressing malady occurs.

## RIDING THE SYSTEM OF A COLD.

The onion has also great power in breaking up an incipient cold, as well as ridding the

system of a cold already upon it. For it is a splendid warmth-giver to the blood, when eaten raw, and can impart such a glow of heat to the vital current as no other food substance can give. Of course, this is due to the hot quality of the bulb, the cook will say; but it is partly due to the very abundant carbon which the onion carries in its substance. This carbon is chemically of the same nature as the coal we put in our grates, add its action to the coal in the fireplace, since the carbon of the onion fires by natural combustion, as soon as it comes in contact with the oxygen in the blood; hence the great heat evolved, which strengthens the system, and aids it to drive out colds. Chinese patients derive enormous benefits from the onion, which, during the influenza epidemic in England a few years ago, was recommended by medical men as a good preventive and cure of the malady, though many patients refused to touch the bulb owing to its unpleasant smell, preferring, instead, to let the disease run its course, and to take the risk of succeeding weakness. It seems strange that the benefits of the ki chen lily should not be held to outweigh its own unpleasants. But it is said that a slice of dry bread eaten after it will absorb much of the odour from the breath; also that the eating of parsley is good for this, as well as the eating of a slice of celery; so none need refuse the onion because of its smell.

## COTTON YARN IN JAPAN.

HEAVY SLUMP IN THE MARKET.

The raw cotton market still continues firm. American "good fall" being quoted at about Y4 per picul, while Indian, "Yeotomil" and "Akola," which are most in demand, have advanced to above Y3 per picul. On the other hand the cotton yarn market in Japan has been steadily declining. At the present quotation of raw cotton it is regarded as being a difficult matter for spinners to cover their working expenses, even if the yarn market is maintained at above Y1.30. Yet the yarn market went down to below Y1.26 on Saturday on the Osaka Yarn Exchange, and the difficulties of cotton spinners have been consequently aggravated. The slump in the market is due to the depression in the textile goods trade. The difficulties which have overtaken the weavers in the Kwantung district have resulted in the failure of two or three of their number, and this in turn has driven bankers to exercise great caution in their dealings with weavers resulting in the circulation of money among the latter being checked. This has led to a heavy decline in the market for fine yarns, which are in large demand in the Kwantung district. The "Hakuhō" (white phœnix) brand, which was quoted at Y2 until recently, is now no more than Y1.15. This severe drop has reacted on the demand for coarse yarns, which was already becoming depressed, owing to the fact that the busy season for farmers, which is now approaching, is one of slackness in the demand for yarns. Yarn dealers, discouraged by these circumstances, have hastily unloaded their stocks at a sacrifice, which has also contributed to the slump. The spinning companies, however, are not inclined to sell at a low price, and the export market is maintained fairly well. Even the product of the Sakai Spinning Company, the rate for which is officially fixed on the Yarn Exchange at Y1 lower than that of the other brands, is finding a sale at Y1.27. In consequence quotations for prospective buyers have gone up. The stock of coarse yarn is becoming smaller, and the supply offered being very low, it is expected that the present slump will be merely a temporary phenomenon resulting from the general feeling on the Yarn Exchange.

## KANEKAFUCHI AND FUJI SPINNING LOANS.

We learn that two loans of Y3,000,000 for the Kanekekafuchi and Fuji Spinning companies respectively from the Mitsui and Mitsubishi Banks, which had been under negotiation for some time, have now been agreed upon. The terms arranged are that the actual amount receivable shall be paid, at an interest of 6% per cent, to be redeemed in five years after outstanding for three years. These terms are to apply if the debtors are placed on the public market, but the banks are desirous of taking the whole amount themselves without placing the debtors on the market, and want the actual amount payable to be reduced to Y6.50 or Y9 at the most. It is expected that the spinning companies will make some concession in order to fill in with the wishes of the banks.—*Japan Chronicle*.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to order  
in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Optional Cargo will be carried on unless notice to the contrary be given before 10 A.M.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 22nd October, 1909. [729]

**Intimation.****A. S. WATSON & CO.,**

LIMITED.

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**AERATED WATER****MANUFACTURERS.****SPECIALITIES:****DRY GINGER ALE.****LIME FRUIT CHAM-****PAGNE.****ORANGE CHAMPAGNE.****STONE GINGER BEER.****PALATABLE**

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Watson's

**FRUIT SYRUPS**

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

**A. S. WATSON & CO.,**

LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

(28)

BIRTH.

On October 19, 1909, at Wuhs, to the Rev. and Mrs. F. E. Lund, a son.

MARRIAGES.

On October 20, 1909, at Shanghai, Charles, second son of the late H. Jorge and Mrs. Jorge of Shanghai, to Catherine Linck of Farnham, England, only daughter of the late James Linck and Mrs. Linck.

On October 21, 1909, at Shanghai, Elizabeth, youngest daughter of A. G. Merriles, Esq., M. Custom, to Frederick James Barrett, Shanghai.

DEATH.

On October 7, 1909, at Harbin, Sigurd Eugen Jørgensen at the age of 2 years and 6 months, youngest son of Captain C. Jørgensen.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, OCTOBER 27, 1909.

**KOWLOON CUSTOMS REPORT.**

The other day we reproduced from the Customs Report on the trade of Canton for 1908 some silent features from that most interesting document of the trade of the Southern capital for the past year. To-day we have before us through the courtesy of the Commissioner of Customs the Yellow Book dealing with the various stations during 1908. The other, with which Hongkong is more immediately concerned, relates to Kowloon and is compiled by Mr. A. H. Harris, the Commissioner. At the outset Mr. Harris has the same gloomy picture to present, as his Canton conferees, of "a stormy summer season, during which occurred a typhoon of great severity, together with a constantly falling exchange and further restrictions on opium," which considerably militated against the chance of a good year. The report touches upon the rice and flour trade and, after reviewing the principal incidents of the flood in the West River districts (mentioning incidentally the relief measures organized by the Chinese residents in Hongkong), and of the disastrous typhoon of 27th July, states that the total revenue collection for the year 1908 amounted to Tls. 346,978. These figures show a decrease on those for the previous year of Tls. 46,794. All headings

with the exception of Chingfeng, show a decrease, of which one-fifth (Tls. 9,505) is due to the decline in opium revenue. The increase of Chingfeng (Tls. 2,547) is derived from coal. The decline in general cargo duty is due mainly to decreased importation of cuttle-fish, ground-nuts, matches, kerosene oil, spanwood, white sugar, tobacco, and flour, and exportation of cattle, coarse chinaware, ground-nut oil, pigs, and tea. The section of the report on foreign goods may be given *in extenso*. Mr. Harris writes:— "Foreign goods entered China from Hongkong via the Kowloon stations during the year 1908 to the value of Hk. Tls. 30,979,381, an increase over the previous year's figure of over 1 million taels. Cotton goods show decreases under most headings, with the exception of white shirtings, and more especially cotton thread, which continued to advance satisfactorily. Business in piece goods has been dull owing to the high exchange. Indian cotton yarn passing our stations has dropped to 456 piculs, a fall of over 50 per cent. on the figures for 1907 and the lowest amount recorded in our archives since 1903. Yarn appears to have shared in the general disturbance in commercial dealings caused by the fluctuations and continual fall in silver. The bulk of the trade in this district is carried by steamship to Canton, and of which we have no cognizance. The local trade in the Indian production has advanced considerably during 1908. The disfavour into which, from various causes, Japanese yarn has fallen materially assisted Bombay. It has been stated that the Indian yarn consigned to southern Chinese ports and to Tonkin, through Hongkong as the distributing centre, has reached some 220,000 bales during the course of the year, the estimated value being \$24,750,000. Of the items under metals, yellow metal sheets, iron and mild steel, nail-rod, and lead in pigs and bars show increases, while iron and mild steel sheets and plates, old iron and mild steel, and steel in bars and plates have declined. It must not be forgotten that the tendency to employ foreign-flagged lighters towed by steam-tugboats to carry machinery, metals, oils, etc., cuts considerably into the native junk trade. This traffic appears to be on the increase and calls for further regulation than has yet been accorded to it. Business in metals has been dull owing to high gold exchange rates. American kerosene oil has risen from 169,855 gallons in 1907 to 453,020 gallons, while Russian has fallen over 60 per cent. to 241,975 gallons and Sumatra by nearly 50 per cent. to 604,175 gallons, the latter figures being a little over a quarter of that passing through our stations in 1905. It is understood that the better class of Chinese object to the odour thrown off by the two latter oils. No Burma oil was imported by junk. Owing to present fiscal conditions many of the delta districts are, I understand, served from Canton, but they could be more conveniently supplied from Hongkong, direct, were it possible to make the necessary revenue arrangements. Prices during the latter part of the year rose considerably owing to the drop in value of silver, though the actual gold price had slightly fallen. It has been rumoured, though not authenticated, that the rise in price of kerosene oil per case during the latter part of the year was due to an understanding between the Standard Oil and Asiatic Petroleum Companies not to allow prices to fall below a certain figure. The importation of foreign rice has fallen from 4,548,202 piculs during 1907 to 3,495,070 piculs. Paddy has fallen from 1,037,906 to 667,901 piculs. Cuttle-fish decreased over 60 per cent., and the figures are the lowest recorded, largely due to the want of a market for the fish usually imported from Japan. Rice bran, dried and salt fish, ground-nuts, spanwood, white sugar, timber, and leaf tobacco show substantial decreases. It is stated that one of the principal causes of the decrease in ground-nuts (imported chiefly from Java and neighbouring islands) from 171,756 to 70,283 piculs (the lowest figures since 1902) is the erection of two machine oil presses at Rangoon, whence ground nut oil is exported to China. Coal recovered to the standard of previous years. Rations have increased over 100 per cent., showing the highest figures since 1902." Passing over the section dealing with native goods and the passenger traffic, the report leads us to the Commissioner's figures relative to opium. Under the latter caption it is recorded that "953 piculs of foreign opium passed our stations during 1908, being a decrease of 87 piculs below the figures of the previous year. M. Iwa and Benares advanced 4 and 17 piculs respectively, while Patna declined 108 piculs. No native drug or boiled opium has been reported at our stations during the year. The result of the year's trading cannot be considered as having been satisfactory. The various restrictions placed on the drug in accordance with the terms and spirit of the opium prohibition Edict and ensuing regulations, heavy fluctuations in quotations, further accentuated by the decline in silver, together with future uncertainty, have all tended to create a disorganizing effect on the trade. In accordance with the agreement between Great Britain and China to curtail the export of opium from India yearly, the Indian

Government reduced sales of Bengal opium in 1908 to 46,800 chests, as against 50,400 chests in 1907. Quotations at the beginning of the year stood at: Patna, \$925; Benares, \$905; at the end of the year: Patna, \$1,095; Benares, \$1,010. The highest prices were realized in May—Patna, \$1,210; Benares, \$1,157.50. The quantity of Malwa opium exported from India in 1908 was fixed at 15,100 chests, and this quantity is to be reduced yearly by 10 per cent. Fluctuations in Malwa have been even heavier than in Bengal, the highest price realized for the former having been \$1,330 to which has to be added the balance from 1908, making the amount at credit of profit and loss account \$79,140 to 10.

The report and balance sheet for the year ended 31st August, 1909, of the South British Insurance Company, Limited, shows the following:—The net revenue for the year amounts to £1,347,032 '16 11. After making full provision for losses outstanding, there is a surplus in the revenue account of £50,025 5 to 10 which has to be added the balance from 1908, making the amount at credit of profit and loss account £79,140 to 10.

On the night of the 14th instant there was a disastrous fire in San Francisco in which a number of persons were injured. The Japanese cruiser *Izumo* and an Italian warship in the harbour, each offered to land a party of men, but the flames were extinguished before their services were availed of. The chief commander of the fire brigades expressed high appreciation of the offer of the Japanese, and the newspapers and citizens have warmly endorsed his remarks.

It is stated that the Chinese Chamber of Commerce at Pakhoi, Kwangtung, has telegraphed to the Ministry of Agriculture, Industry and Commerce, requesting that it should adopt a strong attitude in regard to the boundaries of territorial waters near Annan, in the south, in order to protect the fisheries on the coast of Liuchow, Chinchon, Kiangchow and Aichow. On receipt of this telegram, the Ministry referred the matter to the Viceroy in Canton for his consideration.

A Seoul telegram reports that the law court newly established there, consequent upon the transfer of the judicial administration to the Japanese, will be opened on the 31st inst., with appropriate celebrations. The appointment of judges, procurators, and other officials, will take place at the same time. It is further reported that a rumour is current there to the effect that the Japanese Government is urging upon the Residency-General the necessity of the appointment of Japanese Ministers for at least one or two of the Departments in the Korean Cabinet, the present system of selecting Japanese for Vice-Ministerships being considered insufficient.

Under date Shanghai, 21st inst., Messrs. Wheelock & Co. write:—"Our homeward freight market has recovered slightly since last writing and there is more cargo coming down from the North probably owing to the near approach of the closing of the Northern Ports for the winter; at the same time there seems to be plenty of cargo awaiting shipment in the South so that steamers on the various berths find no difficulty in filling their allotments. We would point out to shippers of bristles to New York via Suez Canal steamers, that the rate will be raised from 40/- to 5/- per ton of 40 cubic feet from the 1st January, 1910. Coastwise:—Signs of an improvement all round have already begun to set in and there is plenty of inquiry for tonnage in various directions, but no appreciable rise in rates can actually be recorded as yet, as 'outside' tonnage is very scarce whilst the regular 'liners' are fully occupied in their regular trades.

**STRIKE IN REGISTRAR-GENERAL'S DEPARTMENT.**

## TROUBLE AMONG PAINTERS.

Before Mr. J. R. Wood (Second Magistrate) in the Police Court this morning a Chinaman, formerly employed as a painter in the Registrar-General's Department, was charged with, so it was alleged, using threatening language with a view to preventing a number of compatriots from attending to their lawful occupation. It appears that an attempt to secure a rise in wages was at the root of the whole matter, aided by the machinations of a certain powerful guild. Chief Detective-Inspector Hanson, who appeared for the prosecution, stated that the strike was still on and in spite of the fact that the Hon. Dr. Ho Kui, M.P., C.M.C., and the Hon. Mr. Wei Yuk, C.M.C., had personally proceeded to the Registrar-General's office with a view to pacify the men, the latter were still determined in the step they had taken and chose Wednesday for some arrangement to be arrived at.

His Worship said that on the face of the evidence he could not convict the defendant, who was accordingly discharged.

**DOCKARDS OF THE EMPIRE.**

## HONGKONG TO RECEIVE ATTENTION.

There are grounds for believing (says the *Birmingham Post*) that an important result of the Imperial Defence Conference, which has just held its final meeting, has been a determination to establish naval yards and repairing stations at various points of importance in the Empire. Some time ago a new breakwater was built at Bombay, with the idea of enclosing a harbour large enough to accommodate a whole fleet if necessary, and in conjunction with the Indian authorities, the Imperial Government now propose to convert Bombay into a first-class naval station, upon which the whole of the warships east of the Mediterranean and west of Australia would be based. There is already a small dockyard at Bombay, and this is to be thoroughly overhauled and brought up to date, in order that it may be able to deal with the requirements of a modern fleet. The old dockyard at Hongkong also is to receive attention, and will be examined, in order to see what further value it might be made. It is stated that Canada, New Zealand, and Australia alike have agreed to maintain dockyards that shall be available for the use of the fleet, as well as for their own ships of war, and a systematic examination of all the dockyards of the more distant portions of the Empire is now to be undertaken.

It is reported in the native Press that the Waiwupu has lately been in close communication with the Chinese representatives Wu Tieg-fang and Chang Yin-tang Minister and Minister designate to America, respectively, in regard to affairs between China and America. It is believed, says our contemporary, that the communications have reference to the latter country's desire to assist in preserving the open door in China.

**MACAO DELIMITATION.**

## TELEGRAM TO THE WAIWUPU.

## [From Our Own Correspondent.]

Canton, 26th October.

Reference was made in my letter of yesterday that, at the indignation meeting of the Canton Self-Government Society held on Sunday last, among other resolutions adopted was one to the effect that a telegram should be forwarded to the Ministry of Foreign Affairs in Peking urging the supersession of H.E. Ko Yu him, Chinese Macao Delimitation Commissioner. The despatch has since been formulated and transmitted to the Waiwupu, of which I now append a translation:—

"The members of the Waiwupu, Peking.

"The collection of rents from the Portuguese for the settlement of Macao having been discontinued, we, Chinese, are, however, still owners of the land." As the Portuguese have on many occasions violated the treaty, we should, of course, lodge a protest against them. They are now acting unreasonably with the intention of extending their powers over the territorial waters beyond the boundary limit as well as of encroaching upon Chinese territory on land. The Chinese Delimitation Commissioner, H.E. Ko Yu him, failed to exercise extra care in the conduct of his mission, so the Portuguese became more exacting in their claims. At present the people in the whole of the Kwangtung province are greatly exercised and it is anticipated that serious disturbance might result. We now beg you earnestly to memorialize the Throne requesting it to appoint another Special High Commissioner (in succession of H. E. Ko) to conduct the present negotiation on the Macao Delimitation question and at the same time to strongly oppose the Portuguese claims.

"(Sd.) CHAN KEZ KIM and others of the Canton Self-Government Society."

## THE CAUSEWAY BAY DISTURBANCE.

## MAFOS AT THE MAGISTRACY.

Two Chinese mafos appeared before Mr. J. R. Wood (Second Magistrate) in the Police Court this morning in connection with the disturbance at Causeway Bay on the 5th inst. Inspector W. Kerr prosecuted and Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morell) appeared for the defendants.

It may be remembered that at about noon on the day in question (5th inst.) Causeway Bay was the scene of an uproar, which was given rise to by some dispute between factious parties of mafos, a section of whom hailed from Keungy's stables. Tent-pegs, lances and bamboo were freely used at the time, in the course of which a Mr. Radburn was attacked and sustained serious injuries to his arm. A *lukong* who tried to interpose is also alleged to have been attacked by the angry mob. Some of the poles carried are said to have had red ribbons attached to the top, presumably as a mark whereby to distinguish the two sets of combatants.

Mr. E. Shaw, of the Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited, described the fight at which he was an eye-witness from beginning to end. In the course of his evidence, witness said that he saw a *lukong* savagely attack one of the mafos during which the latter was nearly thrown into the praya.

Mr. Jamison, Acting Manager of the Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited, also gave evidence.

His Worship resolved his decision.

## SUGAR IN JAPAN.

## PROSPECTS OF THE INDUSTRY.

The production of sugar in Formosa next season is estimated at between 2,500,000 and 2,700,000 piculs and the *Japan Chronicle* says, it is feared in some quarters that the producers will have some difficulty in disposing of their stocks on account of over-production. A certain authority on the sugar business remarks, as quoted by the *Shi*, that as the supply and demand for sugar approximate to each other, it is natural that certain quantity should always remain in the hands of producers and wholesale dealers. Calculating the consumption of sugar in Japan on the basis of the quantity consumed during the past fifteen years, there will be a deficit of 215,240,000 kin in supply next season and of 139,511,000 kin in the following season. The production of sugar next season is estimated as follows:—

	Production	Import from	In Japan	Formosa
First quality	87,745,383	50,877,871		
Second	360,086	13,273,823		
Third	21,693	4,173,502		
Fourth	62,224			
Total	88,189,386	215,241,166		

Taking the consumption of sugar at about 10 kin per capita of the Japanese population, numbering approximately 50,000,000, there will be a deficit of about 202 million kin in the supply. The heaviest deficit will be in the supply of the fourth quality, where there will be an excess of supply in the second quality, which is largely produced in Formosa. This tendency will persist for some years, those qualities which are produced to excess gradually usurping the position occupied by the qualities the supply of which is scarce.

## CYCLONE IN CALCUTTA.

## ENORMOUS DAMAGE DONE.

London, Oct. 19. A terrific cyclone has broken over Calcutta and several stations on the Eastern Bengal railway have been wrecked. Many river steamers and an enormous number of native craft have been overwhelmed and sank. It is feared that many Europeans as well as native lives have been lost. The telegraph lines have been destroyed and great difficulty has been experienced in establishing communication with the districts affected.—*Reuters*.

**CANTON DAY BY DAY.**

## TYphoon damage.

## [From Our Own Correspondent.]

Canton, 26th October.

Further official reports have been received at Canton on the extent of the damage done by the typhoon of the 20th instant, and on the floods in the districts of Po Lo, Ko Yei, Tsung Fa, Ko Ming and Hok Shan. The reports state that a number of lives have been lost in each of the above named districts, and many houses have collapsed as the result of the disastrous floods. Letters have been received from all the flooded districts by the Central Relief Committee appealing for assistance. The Relief Committee accordingly arranged a meeting to take place to-morrow to discuss the best methods for raising funds for the relief of the sufferers by the recent disaster.

**Telegrams.**

**"HONGKONG TELEGRAPH" SERVICE**  
**CHINA'S CURRENCY.**  
REPRESENTATION TO THE THRONE  
[By courtesy of the "Sheung Po"]

Peking, 26th October.  
Cheung Yuk-ying, the representative of the people appointed by the Province of Kiangsi, arrived at Peking with the object of submitting a memorial to the Throne, through the Censors, concerning the chaotic condition of China's currency.

**CANTON-HANKOW RAILWAY.****THE LOAN AGREEMENTS.**

[By courtesy of the "Sheung Po"]

Peking, 26th October.  
The conduct of the negotiations for the loans for the Canton-Hankow and Hankow-Szechuan Railways will probably be placed in the hands of H.E. Liang Shih-yi.

**NAVAL COMMISSIONERS.**

MINISTER T. D. GERMANY  
TO ASSIST.  
[By courtesy of the "Sheung Po"]

Peking, 26th October.  
The Prince Regent has telegraphed to H.E. Yam Cieung, Chinese Minister to Germany, to assist Prince Shun Pui-lap in the conduct of his investigations into the foreign naval systems.

**ASSASSINATION OF PRINCE ITO.****CHINESE REPORT.**

[By courtesy of the "Sheung Po"]

Peking, 26th October.  
Prince Ito, of Japan, while on tour in Manchuria, was assassinated by a Korean on his arrival at Harbin on the morning of the 26th inst.

The Japanese Consul is wounded.  
The Manager of the South Manchuria Railway was also killed.

The assassin has been arrested.

It will be seen that the Chinese version differs from our special telegram yesterday in that it reports the death of the manager of the South Manchuria Railway, who was only wounded.—Ed., H.K.T.]

**A YOKOHAMA RESCUE.**

FOREIGN RESIDENT SAVES JAPANESE GIRL FROM SUICIDE.

Mr. H. Pierce, of the New Zealand Insurance Company, 16 Yamashitacho, Yokohama, while walking along the Bund at seven o'clock on Tuesday evening in the vicinity of the Yoko-hama Harbour Master's Office, was startled by hearing the piercing cry of a woman, together with a heavy splash of water, and turning his eyes to the water front, was just in time to see a young Japanese girl disappear beneath the surface. Mr. Pierce flung off his coat and sprang into the water and a few strokes brought him to where the girl had disappeared, and whom he caught as soon as she rose to the surface.

The tide was very high and a swift current was running at the time, says the *Japan Advertiser*, and while it was one thing to catch and hold the girl it was quite another to bring her safely to shore; but thanks to the water police he was able to do so.

The girl proved to be one Komiya Toshi, 20, the adopted daughter of Komiya Genjirō of Kawasaki.

**LION v. KANGAROO.****FIGHT AT A CIRCUS.**

Melbourne, 28th September.

The most thrilling act at Wirth's circus at Kilmore last evening was one that had not a place on the programme. It was an animal act, the participants being a lion and a kangaroo, and proved fatal to the Australian. Something had evidently put the lion in a bad temper. He growled savagely at the end of his performance in the animal cage, but his keeper, who was cool, and as determined as he, sought to turn the angry beast into its own cage, opening from that in which the performance was given. The lion, evading the keeper by a swift movement, made a rush at the kangaroo. The kangaroo got in some powerful kicks on the body of his assailant, but it could not throw him off, and soon gave up the struggle. It died shortly after, as the lion had buried its fangs in its flesh. Several persons made a hurried exit from the circus tent while the残酷 combat was in progress, and it was a relief to everybody when the animal's cage was removed from the arena.

**THE RETRENCHMENT COMMITTEE.****SINGAPORE COMMENTS.**

The annual budget of Hongkong coupled with the report of the Retrenchment Committee of that Colony, has aroused considerable, and in many cases rather indignant, criticism. The great change which has come over the finances of that Colony in connection with the reduction, in the chandu revenue, has necessitated not only the introduction of spirit taxation organisation similar to the one which we have had in the Straits, but has also caused the Government to appoint a Committee to go through the estimates to see in what directions reduction can be made. And all this is made necessary not solely by the adoption of a policy in regard to opium which has been the subject of much discussion, though that is the primary cause, but also, by the failure of the Home Government, so far at any rate, to redeem the promise it made to ask for a substantial vote to replace any serious loss caused by a pursuance of the policy forced upon Hongkong through the Home Government, by the opium addicts. It will be almost a Gilbertian situation should January find a change of Ministry in England, because unfortunate Hongkong will then find itself in the position of having been promised something which the promiser will have no power to give and it will be a matter of considerable interest to see whether the Unionist liquor supporting party, will be ready to redeem that undertaking made by the Liberal and "anti" party. Hongkong's chances of making up its loss at the Imperial expense look very poor, which is perhaps one reason why Government have decided—because a certain section of the public desire to deprive the Chinese of something they rather like—that some unfortunate punkah persons and minor clerks in Government employ shall be retrenched and disposed of. That appears to be a chief result of the Retrenchment Committee's work, though it is a little hazardous to say that is the main result, because we have not the actual report before us; but it appears that the system embarked upon has been that of cutting down small salaries here and there, eliminating transport allowances, decreasing the supply of school books and blackboards etc., cutting off extra work allowances, raising the cost of treatment at the Civil Hospital and generally dealing with the smaller matters of a life to the extent of saving a hundred thousand dollars, which is about one per cent on the Colony's expenditure. Of course dealing with small matters like this will prevent any serious outcry being raised by aggrieved persons, as they mostly appear to be of very minor grades, but it does not seem to be such a good system as was adopted in the Straits, where retrenchment took the form of the abandonment of a number of costly public works, which, whilst promising to be of great service when finished, are not of such immediate importance as to need their being proceeded with when times are very bad. One supposes that as a general principle petty economies in concern which deal with very large figures, are not a really economical way of effecting retrenchment. Thus the Hongkong paper points out that retrenching a Government water police launch used formerly to collect dues in culling bays, by dismissing all the crew but two, may prove a very expensive economy when the absence of this launch on its usual round is noted and taken advantage of by junk-thieves and robbers; quite apart from the fact that the work performed by this cutter will have to be done in some other way. The cries of the retrenched punkahs and the nucleus stoker-seaman crew, of the launch are not likely to echo as far as the Colonial Office, and so possibly nobody's wipers but those of the unfortunate themselves will be wrong, but if the impression of the retrenchment scheme given in the Hongkong papers is correct, it certainly seems that the Government have not found a very satisfactory way of making up for lost revenue, or part of the revenue, as the other part of the loss is to be supplied by the liquor tax. The position of minor officials in Government is a little different from that of those in say Municipal organizations, as there is a tendency in Municipalities to multiply the poor and minor official services to a more unnecessary degree than is the case with a Government. And besides, what means an infinitesimal saving on ten million dollars, may mean a more substantial saving on two. The policy of the Hongkong Retrenchment Committee therefore appears on the face of it to be more suited to a Municipal reorganization, than to a Government retrenchment, though even in the former case, it might be better to save one official salary at four hundred than to spread the amount over many departments and persons by deleting a dollar here and two there, limiting the supply of school books, and cutting down the electric light bill of a department by twenty dollars a year. The subject is interesting, however, as we are passing through a very similar crisis in the Straits.—*Singapore Free Press*.

**WARNING TO FOG-BOUND STEAMERS.**

The Imperial German mail steamer *Prinzess Alice*, which arrived last week from Europe, was the first steamer to visit Hongkong with the new "under water bells," to translate literally from the German.

These "bells" are fitted many feet below water line and are connected by telephone with the upper deck. Microphones, or exagerators of sound, is, perhaps more explicit as these receivers tell to a mile or so the position of the ship in a fog. It may be supposed, for example, that the steamer is coming up the English Channel enveloped in a dense fog and her exact position indubious. A man is placed at the telephone and when he approaches any of the lightships that are connected with bell-buoys which sound at intervals, the sound is carried, if needs be, for a distance of 45 miles under water to the microphone and transmitted to the ear through the telephone. It is a most interesting and useful discovery and, though seldom required in eastern waters, it has been found invaluable off the Nantucket Shoal for example in the Atlantic as a vessel can steam ahead with safety, the instrument recording each vibration of the bell and the distance from danger is gauged to a nicely. The *Prinzess Alice* is also fitted with the Marconi wireless system.

**CHINSE IN AUSTRALIA.****THREATENED COMMERCIAL WARFARE.**

The refusal of the Commonwealth Government to allow a Chinese professor to take up his residence in Sydney for a period of three years for the purpose of teaching Australian-born Chinese the language of their parents, is likely to have some effect upon the commercial relations now existing between the two countries, reports the *Sydney Daily Telegraph* of 22nd ult.

On August 2 the Consul-General for China, Melbourne (at the request of Mr. Ping Nam, president of the Sydney Chinese Merchants Society), wrote to the Minister for External Affairs as follows:—

Sir.—Some of the leading Chinese merchants in Sydney are desirous of having their children educated in the Chinese language simultaneously with the education they are receiving in English in their city, and to that end wish permission for a Chinese teacher of experience and ability to come to Australia. It has not been possible to get any person in Australia competent and willing to act as a teacher of Chinese.

The merchants have been in communication with a suitable teacher named Loo Yoh, now of Hongkong, who would be willing to undertake the task, and they wish that facilities may be afforded him to reside in Australia for a term of three years.

It is proposed to establish a small private school in Sydney and any reasonable guarantee of bona-fides will be given by the merchants interested. I should be much obliged if you could forward this matter.

Three weeks later (on August 23) the office of External Affairs replied as follows:—

Sir.—With reference to your letter of August 2, relative to the question of the admission of a Chinese teacher to take charge of a private school, proposed to be established in Sydney, I have the honour to inform you that the Minister regrets that he is unable to see his way to grant the desired authority in this matter.

When interviewed last night, Mr. Tong Chai Chih (editor of the *Tung Wah Times*) freely voiced the indignation of the Chinese community in Sydney. "It would not," he said "be any abrogation of the White Australia policy, of which Mr. Deakin and his Government seem to be so proud, to let the Chinese professor take up his residence here as requested. It is most regrettable that this should happen at a time when there is every prospect of Australia having such a wheat harvest. It was administration such as this that caused the merchant classes of China to take up the cudgels on behalf of their brother merchants in America when the boycott on American products was brought about. In my opinion, no vexatious restrictions should be placed upon the educated Chinese. In China, the cultured man takes precedence of his fellow, and when he is insulted his countrymen feel the affront. This is the first occasion on which the Chinese have made a joint appeal for permission for one of their own nationality to reside in Australia.

"Let me quote an incident in connection with the American boycott," added Mr. Tong. "When the Americans in Hongkong were transferring their flour to Australian bags, Mr. Deakin appealed to the Hongkong authorities to ask the Chinese Government to have the Australian trade-mark protected and not allow it to be used in this way. Now, since Mr. Deakin has taken up this hostile attitude towards China, surely he cannot expect our country to grant a similar request should the occasion ever arise to have to repeat it? I trust that even now, by the exercise of statesmanship and a little commonsense, the authorities will, upon reflection, accede to the request. Such a concession would strengthen the commercial relations between the two countries, which I hope will exist forever. The Chinese are not given to holding out threats, but the refusal of this trifling request has caused such indignation that we feel disposed, if we cannot get justice, to place the matter in the hands of the merchant guilds at home, and allow them to dictate a course of action, as we in this country are a disenchanted community, and entirely helpless in the hands of an apparently unsympathetic Government. Our only weapon, as in the case of America and Japan, is the commercial weapon, but we do not care to use it with regard to Australia, unless in a case of extreme necessity."

Mr. Tong, in conclusion, drew attention to the fact that the total trade of China in 1907 was £44,444,579, and he hoped that the policies of the country would not be hasty or inconsistent towards China; or do anything that would tend to weaken the commercial bond.

Now, 29th, Monday.—Shanghai v. Straits (Tennis). 1st day Cricket Interport Champions versus The World.

Nov. 1st, Tuesday.—2nd day Cricket Interport Champions versus The World.

Dec. 1st, Wednesday.—Tennis—Interport Champions versus The World (latter preceding).

**To-day's Advertisements.****THE TRADE MARKS ORDINANCE, 1898.****APPLICATION FOR REGISTRATION OF TRADE MARK.**

A NOTICE is hereby given that TOOTAL BROADHURST & LEE COMPANY, LIMITED, of 56, Oxford Street, Manchester, England, Merchants and Manufacturers, have, on the 29th day of July, 1909, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

**TOBRALCO.**

in the name of TOOTAL BROADHURST & LEE COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicant since the year 1900 in respect of COTTON PIECE GOODS in Class 24.

A Facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 29th day of October, 1909.

WILKINSON & GRISTI,  
Solicitors on behalf of the Applicants,  
9, Queen's Road Central,  
Hongkong.

**FROM EUROPE.****THE H. A. L. Steamship.****"SILVIA."**

Captain Porzelius, having arrived, Consignee of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional cargo will be carried on unless notice to the contrary be given before 20th.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Nov., 1909 will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Nov., 1909, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKAN LINIE,  
Hongkong Office.

Hongkong, 27th October, 1909.

**RECONSTRUCTION OF CHINA'S NAVY.****COST OF THE SCHEME.**

The Naval Commissioners have memorialized the Throne that the preliminary expenses for the construction of docks and the establishment of naval schools and gun factories will be Taels 5,000,000, the purchase of three second and third class cruisers, two up-to-date training ships, two torpedo boats and one battleship will cost Taels 16,000,000 and the annual expenditure will amount to Taels 2,000,000 and have prayed that the Board of Finance be ordered to raise the above sums. The latter has replied that both the Peking and Provincial Exchequers are quite empty and although it has been fully raised and begged that the Naval Commissioners be instructed to proceed according to its means of raising money. As to the preliminary expenses the Board reports that it will contribute Taels 5,000,000, Kiangsu and Kwangtung have promised to contribute Taels 2,000,000 each, Hupeh, Taels 1,100,000, Chihi and Chekiang, Taels 1,100,000 each, Shantung, Fukien and Szechuan, Taels 800,000 each, Honan and Shansi, Taels 600,000 each, Kiangsi, Kwiechow and Anhui, Taels 100,000 each, Shanxi and Hunan, Taels 400,000, each making a grand total of Taels 18,000,000.—*Shanghai Times*.

**AN ITALIAN PEDESTRIAN.****ENCIRCLING THE GLOBE IN THE INTERESTS OF SCIENCE.**

Professor Alfred Battelli, an Italian pedestrian making a round-the-world tour in the interests of science, arrived in Nagasaki from Sase on Sunday evening, reports the local *Press*. After staying here for a day or two he will proceed to Shanghai. From the latter place the journey will be resumed on foot to Canton, Hongkong, Indo-China, Siam and India. Tibet and central Asia will then be traversed provided that the Indian Government will grant him the necessary security in the way of military escort, etc. He then proposes to direct his course in a straight line across the European continent to the British Isles, embarking at Liverpool on his return to New York, the place from whence he started a year ago.

Signor Battelli, Professor of Commercial Geography of the University of Rome, is one of a party of four scientists and journalists who left New York on October 7th, 1908, on a four years' trip around the world. The primary object of the trip is to collect material for a great work on the geographical, social, racial, religious and scientific characteristics of the world's countries and peoples, and each of the four men on tour have a special line of research and investigation which they are following up. In addition to their scientific work, the four are representing various foreign and American journals and newspapers. Besides Professor Battelli, who is the managing head of the expedition, the "walkers" are Silvano Ortona, a Frenchman; Adolf Schneider, a German, and Dr. Albert Wilkes, an American. The three latter are still in America.

Mr. Tong, in conclusion, drew attention to the fact that the total trade of China in 1907 was £44,444,579, and he hoped that the policies of the country would not be hasty or inconsistent towards China; or do anything that would tend to weaken the commercial bond.

The Government Analyst certified that the results showed that the samples were both good and sound.

Per Dozen Quarts ... .. .. .. ..

" Pints ... .. .. .. ..

" Split ... .. .. .. ..

**Intimations.**

We have received a new shipment of extra choice

**ENGLISH BACON**

75 cents per lb.

THE DAIRY FARM CO., LIMITED  
Hongkong, 19th October, 1909. [130]

**ASAHI BEER**  
**SAPPORO BEER**

TO BE OBTAINED  
FROM ALL WINE DEALERS

[708]

**To-day's Advertisements.****WANTED.**

A N AMAH to accompany a lady and 2 children to London.

&lt;p

## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S  
Royal Mail Steamship Line.  
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS MOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPEROR OF CHINA" SATURDAY, NOV. 6TH.

"EMPEROR OF BRITAIN" FRIDAY, DEC. 3RD.

"MONTEAGLE" SUNDAY, NOV. 21ST.

"EMPEROR OF BRITAIN" FRIDAY, DEC. 31ST.

"EMPEROR OF INDIA" SATURDAY, DEC. 4TH.

"EMPEROR OF JAPAN" FRIDAY, JAN. 28TH.

"EMPEROR OF IRELAND" SATURDAY, JAN. 16TH.

"ALLAN LINE" FRIDAY, JAN. 28TH.

"Monteagle" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" is second to none on the Atlantic.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots; and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON: 1st Class, via Canadian Atlantic Port or New York (including Meal and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).  
Passenger for Europe has the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via New York ..... 143.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDICK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	CHOWSANG	FRIDAY, 29th Oct., Noon.
MANILA	LOONGSANG	FRIDAY, 29th Oct., 4 P.M.
SPORE, SAMARANG & SOURABAYA	O.V.B. 4NG	SATURDAY, 30th Oct., 4 P.M.
SHANGHAI	WINGSANG	SUNDAY, 31st Oct., Daylight.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	FRIDAY, 5th Nov., 3 P.M.
& MOJI	YUENSANG	FRIDAY, 5th Nov., 4 P.M.
MANILA	YUENSANG	FRIDAY, 5th Nov., 4 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers Kaisen, Nansha and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Chelow, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kodai, Lahad, Data, Simporna, Tawao, Usukan, Joeschon and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 61, Hongkong, 27th October, 1909.

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## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	28th Oct., 4 P.M.
AMOY & CHINKIANG	"HANGCHOW"	28th "
TSINGTAO, CHEFOO & NEWCHWANG	"KWIRIYANG"	29th "
SHANGHAI	"CHENAN"	Daylight.
MANILA	"TAMING"	31st Nov., 3 P.M.
GEBU & ILOILO	"SUNGKANG"	2nd "
SHANGHAI	"ANHUI"	4th "
MANILA ZAMBOANGA and USUAL	"CHANGSHA"	5th "
AUSTRALIAN PORTS	"KUERICHOW"	6th "
WEIHAIWEI & TIEN TSIN	"LILAN"	7th "
SHANGHAI	"LILAN"	Daylight.
Reduced Saloon Fares, single and return, to Manila and Australian Ports.		
DIRECT SAILING TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANJU."		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Fare booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SREW STEAMERS and TIEN TSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SREW STEAMERS (Arku, Chenan, Linan, Chihua,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWINE, Agents.

Telephone No. 36, Hongkong, 27th October, 1909.

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## HONGKONG—MANILA.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	Captain.	For	Sailing Date.
KUBI	1540	R. W. Almond,	MANILA	SATURDAY, 30th Oct., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 6th Nov., at Noon.

For Freight or Passage, apply to

SHEWWAN TOMES & CO., LTD.

Telephone No. 61, Hongkong, 27th October, 1909.

[6]

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,  
YOKOHAMA, HONOLULU, SALINA CRUZ  
and MANZANILLO (Mexico).

S.S. HONGKONG MARU ..... 6,000 tons gross ..... SAIL 28th Oct., 1909, at Noon.  
S.S. MANSHU MARU ..... 5,000 " ..... 10th Dec., 1909, at Noon.  
S.S. AMERICA MARU ..... 6,000 " ..... 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,  
Manager.  
TOYO KISEN KAISHA, York Buildings,  
Hongkong, 27th October, 1909.

## Shipping—Steamer 3.

THE AMERICAN AND ORIENTAL  
LINE.

FOR NEW YORK  
(With liberty to call at the Malabar Coast).

THE Steamship

"COULDSON,"  
Captain Turnbull, will be despatched for the  
above Port on SATURDAY, the 30th Octo-  
ber, 1909.

For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.  
Hongkong, 4th October, 1909. [65]

ASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at Timor, Port Darwin and other  
Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.

THE Steamship

"ALDENHAM,"  
Captain St. John George will be despatched as  
above on WEDNESDAY, the 4th November,  
at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Pro-  
visions, ice, &c., throughout the voyage.

The Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Servant  
are carried.

N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 26th October, 1909.

## Shipping—Steamer 3.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM  
FOR

STRAITS, Ceylon, Australia, India,  
Aden, Egypt, Mediterranean  
Ports, Plymouth and  
London.

(Through Bills of Lading issued for Borneo,  
Persian Gulf, Continental, Ameri-  
can and South African Ports.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, R.N.R., carrying His  
Majesty's Mails, will be despatched from  
BOMBAY, &c., on SATURDAY, the 30th Octo-  
ber, at Noon, taking Passengers and Cargo  
for the above Ports. In connection with the  
Company's R.S. "Caine," 7,912 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement)

will be transhipped at Colombo into the  
Mail steamer proceeding direct to Marseilles

and London, other Cargo for London, &c., will  
be conveyed via Bombay by the R.M.S.  
"Malwa," due in London on 14th December,  
1909.

Packets will be received at this Office until  
4 P.M. the day before sailing. The Contents  
and Value of all Packages are required.

For further particulars, apply to

E. A. BROWLT,  
Superintendent.

Hongkong, 19th October, 1909. [4]

THE AMERICAN AND ORIENTAL  
LINE.FOR BOSTON AND NEW YORK.  
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on  
SATURDAY, the 20th November, 1909.

For Freight, apply to

ARNHOLD, KARBERG & CO.,  
Agents.

Hongkong, 25th October, 1909. [73]

## INITIATIONS.

YUEN HING,  
NO. 4, D'AGUILAR STREET.

## FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL  
DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE  
LINE GRASS CLOTH, PEWTER  
WARE, &c.,

all of the best quality.

Hongkong, 5th August, 1909. [67]

## TYPEWRITERS

FOR

## HIRE.

## REPAIR

IS OUR

## COMMERCIAL.

TO-DAY'S EXCHANGE SELLING.	
London—Bank T.T.	188
Do. demand	18 11/16
Do. 4 months' sight	18 15/16
France—Bank T.T.	216
America—Bank T.T.	418
Germany—Bank T.T.	176
India T.T.	128
Do. demand	129
Shanghai—Bank T.T.	74
Singapore—Bank T.T. per H.K. \$100	73
Japan—Bank T.T.	83
Java—Bank T.T.	1018
Buying.	
4 months' sight L.C.	198
6 months' sight L.C.	198
30 days' sight San Francisco & New York	428
4 months' sight do	438
30 days' sight Sydney & Melbourne	108
4 months' sight France	212
6 months' sight	213
4 months' sight Germany	1808
Bar Silver	23 1/16
Bank of England rate	5%
Sovereign	11.58

## SHIPPING AND MAIIS.

MAILS DUE  
Indian (*Gregory Apac*) 21st inst.  
Canadian (*Empress of China*) 3rd inst.  
Indian (*Fookang*) 1st prox.  
American (*Mongolia*) 2nd prox.  
German (*Kleist*) 4th prox.  
Indian (*Kumsang*) 11th prox.

The C. N. Co.'s s.s. *Taming* left Manila on 26th inst., and is due here on 29th inst.

The P. & O. S. N. Co.'s s.s. *Palaue* is expected to arrive at Colombo on 4th prox., at 4 p.m.

The C. P. R. C.'s s.s. *Empress of Japan* left Yokohama on 16th inst., at noon, for Victoria and Vancouver, B.C.

The C. S. N. Co.'s s.s. *Kumtang* left Calcutta for this port via the Straits on 25th inst., and may be expected here on 11th prox.

The I. C. S. N. Co.'s s.s. *Fookang* from Calcutta and the Straits left Singapore for this port on 26th inst., and is due here at daylight on 1st prox.

The M. M. Co.'s s.s. *Ernest Simon* left Suez yesterday, making a delay of eleven days, to arrive at this port. As regards mails they have been probably transferred to the first steamer following the s.s. *Ernest Simon*.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 26th at 2.30 p.m.—Signal lowered.

On the 27th at 1.15 a.m.—The typhoon which doubtless commenced to fill up on entering the coast, appears to have crossed the West river in the neighbourhood of Wuchow last evening.

The barometer has risen considerably in N. China and over the S. coast of China and Tongking. It has fallen quickly in E. Japan, the depression lying near Kora Straits yesterday, having reached the Pacific to the S. of Hokkaido.

Pressure is highest over N. China. It has a tendency to give way again over the S. Philippines.

Strong monsoon may be expected in the Formosa Channel, and the wind will probably shift to the N. and N.E. and freshen along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inches.

## FORECAST.

1.—Hongkong and Neighbourhood. Variable to N.E. winds, light to fresh; fair at first, rain later.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Hainan, N. winds, fresh.

## Shipping.

## Arrivals.

Robi, Br. s.s., 1,410, R. W. Almond, 26th Oct.,—Manila 23rd Oct., Gen.—S. T. & Co.

Clara Jansen, Ger. s.s., 1,103, J. Bendixen, 26th Oct.,—Rangoon via Nengang, Singapore and Hoitow 24th Oct., Gen.—J. & Co.

Chiyuen, Chi. s.s., 1,172, C. Stewart, 26th Oct.,—Canton 25th Oct., Gen.—C. M. S. N. Co.

Fritjof, Nor. s.s., 897, O. Andersen, 26th Oct.,—Haiphong and Hoitow 24th Oct., Rice and Gen.—Vagnsen, Thorsen & Co.

Jacob Diederichsen, Ger. s.s., 633, A. Hansen, 27th Oct.,—Haiphong via Pakhoi and Hoitow 25th Oct., Gen.—J. & Co.

Penn, Br. s.s., 4,878, A. F. Vine, R.W.R., 27th Oct.,—London and Singapore 21st Oct., Gen.—P. & O. S. N. Co.

Silvia, Ger. s.s., 4,193, Porselius, 27th Oct.,—Hamburg and Singapore 21st Oct., Gen.—H. A. L.

Chinhua, Br. s.s., 1,343, J. Speed, 27th Oct.,—Canton 16th Oct., Gen.—B. & S.

Devacha, Br. s.s., 4,785, H. Powell, 27th Oct.,—Bombay and Singapore 23rd Oct., Mails and Gen.—P. & O. S. N. Co.

## Clearances at the Harbour Office.

Silvia, for Shanghai.

Chinhsia, for Shanghai.

Piernas, for Swatow.

Ujia Norgord, for Nagasaki.

Palma, for Swatow.

Chihsia, for Weihaiwei.

## Departure.

## Oct. 26.

Ode no, for Keeling.

Yaching, for Manila.

Yuhuan, for Hongay.

Wuchow, for Canton.

Oct. 27.

Sodou, for Weihaiwei.

Ci' Ali ng, for Canton.

Kakian, for Cantor.

Arragon Apac, for Shanghai.

Hakata Maru, for Colombo.

Lyndallack, for Amoy.

Lockhart, for Shanghai.

Nikko Maru, for Kobe.

Chihpin, for Tientsin.

Hochew, for Bangkok.

Tan, for Manila.

Yunnan, for Shanghai.

Homan, for Swatow.

Ujin Norgord, for Nagasaki.

Reservee arrived.

Per Clara Jansen, from Singapore, 23 Chi-

nes.

Per Russ, from Manila—Messrs. H. E.

Wills, R. Wolf, R. E. Reddell, D. C. Frai-

zer, and Mr. and Mrs. Siebenstein.

Shipping Report.

Sir Silvia, from Singapore—Rough turbu-

lent sea and strong southerly and west winds

in the China sea.

Sir Rubi, from Manila—Left Manila 10 a.m.

2nd with fine weather and fresh N.N.W. winds

to Lat. 1° N. from there to Lat. 10° N. hard

cyclonic gales of hurricane force and tremen-

dous seas. Sunday 5 p.m. Typhoon centre

bearing S.S.W. distance 9 miles. Travelling

N.W.W. Barometer 29.22 from 10° N. to port

fresh following gale and confused seas.

CHINA COAST METEOROLOGICAL REGISTER.

## DOCK RETURNS.

## HONGKONG AND WHAMPAO DOCKS.

On Lee ..... at Kowloon Dock.

Lydhurst ..... " "

Ben Thuy ..... " "

Shiu On ..... " "

Mathilde ..... " "

## TAIKOO DOCKS.

St. Enoch ..... at Quarry Bay Docks.

Szechuan ..... " "

Hupok ..... " "

Asia ..... " "

Chingsha ..... " "

## TOWNSHIP.

Tsirgau, Chefoo and Newchwang — Par

Kwaiyau, 28th Oct., 1 p.m.

Newchwang—Per Hilary, 28th Oct., 4 p.m.

Swatow, Amoy and Foochow—Per Heston,

20th Oct., 9 a.m.

Shanghai—Per Tyliajka, 29th Oct., 11 a.m.

Manila, Thursday Island, Cooktown, Cairns,

Townsville, Brisbane, Sydney, Hobart, Launce-

ston, New Zealand, Melbourne, Adelaide,

Dundee, Perth and Fremantle—Per Yewes-

More, 29th Oct., 12 a.m.

Salon—Per Quaria, 29th Oct., NOON.

Macao—Per Sef Tsui, 29th Oct., 1.15 p.m.

Manila—Per Loongpan, 29th Oct., 1.15 p.m.

Singapore, Samarang and Sourabaya—Per

Osage, 29th Oct., 3 p.m.

Manila—Per Rueh, 29th Oct., 10 a.m.

Shanghai, Nagasaki, Kobe, Yokohama,

Honolulu and San Francisco—Per Asia, 29th

Oct., 10 a.m.

Europe, &c., India, via Tuticorin—Per

Delhi, 29th Oct., 11 a.m.

SHANGHAI VIA SIBERIAN MAIL to

Europe—Per Canner, 29th Oct., 6 p.m.

Macao—Per Sef Tsui, 29th Oct., 1.15 p.m.

Batavia, Charibon, Samarang, Sourabaya and

Macassar—Per Tyliajka, 29th Nov., 11 a.m.

Manila—Per Taming, 29th Nov., 2 p.m.

Cebu and Illoilo—Per Samplung, 29th Nov.,

3 p.m.

Kurio, Mr., India, via Tuticorin—Per

Ruel, 29th Nov., 11 a.m.

Nagasaki, Kobe, Yokohama and Seattle—

Per Minnesota, 29th Nov., 11 a.m.

Shanghai—Per Andu, 29th Nov., 3 p.m.

Shanghai, Nagasaki, Kobe and Moji—Per

Fookong, 5th Nov., 2 p.m.

Manila—Per Yatting, 5th Nov., 3 p.m.

Manila, Zamboanga, Port Darwin, Thursday

Island, Cooktown, Cairns, Townsville, Bris-

bane, Sydney, Hobart, Launceston, New Zea-

land, Dunedin, Melbourne, Adelaide, Perth

and Fremantle—Per Aldens, 5th Nov., 3 p.m.

Wellhwei and Tientsin—Per Kwelchow, 6th

Nov., 3 p.m.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE &amp; CO. Corrected to noon's later alterations given under "Commercial Intelligence," page 5.

STOCK	NO. OF SHARES	VALUATION	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000 \$250,000	\$2,007,819	{ Interim of £1 for account 1909 @ ex 1/9 £1 = \$22.72	4 %	{ \$95 London £91
National Bank of China, Limited	19,025	67	66	{ \$4,000 \$3,000	\$30,553	\$2 (London 5/6) for 1909	...	\$65 buyers
Canton Insurance Office, Limited	10,000	S200	S50	{ \$1,600,000 \$250,000 \$180,000	None	\$10 for 1908	7 1/2 %	\$165 ex div. s.
North China Insurance Company, Limited	10,000	£25	£25	Tls. 150,000 Tls. 101,748	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 130
Union Insurance Society of Canton, Limited	15,400	\$250	\$100	{ \$2,000,000 \$100,000 \$10,000 \$68,000	\$2,404,932	{ Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	58 %	\$847
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$100,000 \$100,000	\$727,637	\$2 and bonus \$3 for 1907	70 %	\$132
China Fire Insurance Company, Limited	6,000	\$100	\$20	{ \$1,000,000 \$100,000	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$114
Hongkong Fire Insurance Company, Limited	8,000	S200	S50	\$1,458,173	\$168,711	\$27 for 1907	8 %	\$175
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	S15	S10	\$7,000	\$1,018	\$1 for 1906	...	\$81 sellers
Douglas Steamship Company, Limited	20,000	S10	S10	\$264,000	Nil	2 1/2 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	S15	S15	\$250,000	\$21,170	Interim of \$1 1/2 for account 1909	7 1/2 %	\$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000	£5	£5	\$12,645	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9. 11/16 = \$3, 154 Final of 2/- for 1908 and interim of 1/- for 4/12 1909	...	\$60 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$20,000	£6,817	\$1 for 1906	4 %	73/- buyers
Star Ferry Company, Limited	10,000	S10	S10	\$10,000	\$1,221	\$1 for year ending 10.4.1909	3 1/2 %	\$141
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$200,000 \$10,848	Dr. \$5,858	\$5 for year ending 31.12.08	31 %	\$146 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	None	Dr. \$135,893	\$3 for 1907	...	\$23
Perak Sugar Cultivation Company, Limited	7,000	\$100	\$100	Tls. 100,000	Tls. 9,473	Tls. 3/- for year ending 31.8.08	...	Tls. 335 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$175,000 \$11,289	Dr. \$11,556	Interim of 1/6 (coupon No.12) for year ending 29.2.09	7 %	Tls. 20 1/2 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$18,000	Dr. £1,191	No. 12 of 1/- = 48 cents	8 %	\$8 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	S25	S25	\$48,916	Dr. \$7,421	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	S50	S50	\$150,000	Dr. \$10,102	None	...	\$64 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	S50	S50	\$120,806	\$145,162	Interim of \$1 1/2 for account 1909	12 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$120,000	Tls. 6,16	Final of Tls. 2/- for year ending 32.4.09	6 1/2 %	Tls. 761 buyers
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ \$18,000 \$10,000	Tls. 12,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 139 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	58 %	Tls. 105 buyers
Central Stores, Limited	50,000	£1	£1	\$10,000	\$24,041	\$1.20 on old and 50 cents on first new issue	...	\$174 buyers
Hongkong Hotel Company, Limited	8,000	£10	£10	\$64,975	£19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	51 %	\$24 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	£10	£10	\$120,000	£26,475	Interim of \$1 for account 1909	62 %	\$104 buyers
Humphreys Estates & Finance Company, Limited	150,000	£10	£10	\$222,253	£5,486	60 cents for 1908	5 %	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	£10	£10	\$120,000	£228	\$1 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 100	Tls. 100	{ Tls. 1,525,045 \$10,000,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
Van Point Building Company, Limited	12,500	£10	£10	0000	-\$1,908	Interim of \$1 for account 1909	84 %	\$41 buyers
<b>COTTON MILLS.</b>								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 \$10,000	Tls. 8,890	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 148
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	S10	S10	\$20,000	\$9,553	50 cents for year ended 31.7.08	6 %	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8%)	...	Tls. 88
Lion-kung-nan Cotton Spinning & Weaving Co., Ltd. Say Chae Cotton Spinning Company, Limited	8,000	Tls. 100	Tls. 100	None	Tls. 4,829	Tls. 4 for 1908	...	Tls. 110
<b>MISCELLANEOUS.</b>								
Hell's Asbestos Eastern Agency, Limited	8,604	£1/6	£1/6	\$1,000	£648	15 % per share for 1908	9 %	\$103 sellers
China-Borneo Company, Limited	50,000	£10	£10	\$40,000	Nil	\$1.10 or 10/-	...	\$66 tel. era.
China Light and Power Company, Limited	50,000	£10	£10	None	£61,138	50 cents for year ended 28.2.06	8 1/2 %	\$61 sales
Do. Do. special shares	50,000	£10	£10	None	£3,407	50 cents for 12.8.	...	...
China Provident Loan & Mortgage Company, Ltd.	185,000	£10	£10	None	£100,000	\$1-20 for year ending 31.7.09	7 1/2 %	\$161 ex div. b.
Wairy Farm Company, Limited	40,000	£7 1/2	£7 1/2	\$10,000	£48	Interim of 3 cents for account 1909	10 %	\$7 sales
Green Island Gemco Company, Limited	100,000	£10	£10	\$10,000	£3,750	80 cents for year ended 31.12.08	8 %	...
M. Price & Company, Limited	15,000	£10	£10	0000	£3,750	...	6 %	\$20
Hongkong Electric Company, Limited	60,000	£10	£10	None	£5,195	\$1 and bonus 20 cts. for year ending 29.2.09	10 %	\$180 sellers
Hongkong Ice Company, Limited	5,000	£10	£10	\$10,000	£7,616	Interim of \$1 for account 1909	8 1/2 %	\$13 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	£10	£10	\$10,000	£8,790	Interim of \$1 for account 1909	8 1/2 %	...
Maatschappij tot Mij. Bosch- en Landbouwzaaij	25,000	£10,000	£10,000	None	£10,000	Third quarterly of Tls. 10 1/2 for account 1909	7 %	Tls. 760
Peak Tramways Company, Limited	85,000	£10	£10	0000	£10,000	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	...
Peak Tramways Company, Limited (n.c.)	25,000	£10	£10	0000	£10,000	None	3 %	...
Philippine Company, Limited	75,000	£10	£10	0000	£10,000	...	3 %	...
Shanghai-Sumatra Tobacco Company, Limited	10,000	£10	£10	0000	£10,000	...	...	...
South China Morning Post, Limited	6,000	£10	£10	0000	£10,000	Final Tls. 5 making Tls. 8 for 1908	48 %	Tls. 101 buyers
Steam Laundry Company, Limited	10,000	£5	£5	None	Dr. \$36,602	None	...	\$134 buyers
Dulop Waterboat Company, Limited	10,000	£10	£10	None	£2,256	40 cents for year ending 31.5.08	7 %	...
United Asbestos Oriental & Co., Limited	10,000	£10	£10	0000	£1,722	60 cents for year ending 31.12.09	5 %	\$109 sales
Watson, (A. S.) & Co., Limited	10,000	£10	£10	0000	£342	60 cents per ord. share for year ending 31.5.09	64 %	\$124 buyers
William Powell, Limited	10,000	£7	£7	None	£2,613	Final of 30 cents for 1908	68 %	...
<b>RUBBERS.</b>								
Anglo-Malay Rubber Company, Limited (fully paid)	1,000,000	£1/2	£1/2	None	£7,804	Final of 12 1/2 % for account 1909	...	149 buyers
Balgowrie Rubber Estate, Limited	20,000	£10	£10	None	£1,400	25 % for year ending 31.3.09	...	560 sellers
Castlefield Rubber Estate, Limited	32,500	£10	£10					